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WHICH SHALL IT BE?—

No school can flourish where the discipline of that school has to meet the insistent criticism and earping strictures of the home. Only one system of regulation may prevail in the handling of the young, and when the children are committed to the custody of trained teachers and made amenable to prescribed discipline, the best and simplest duty of the parent is to conform to the regimen in force and keep hands off. To do otherwise is to assist in the disruption of the school, rendering nugatory the work and interest of the teacher, and spoiling the child for the sterner obligations of life, by weakening its respect for all manner of restrictive pressure that must confront it at nearly every step in its career. If the government of the school does not exceed the limitations of rational control, the parent, in arraying himself against it, works a deeper injury to the child than he wots of, and has but himself to thank for the later reprisals that society will inflict upon one who disdains its ordinances and invites its censure. The schools of Astoria are ably and conscientiously managed, and do not deserve adverse criticism at any man's hands.

ASTORIA, FIRST, AND LAST—

There are several people in this city who are of the opinion that the Astorian is wasting time in fighting the adverse and dominating spirit of Portland and its press toward this city. All we have to say in reply is that the Astorian is just what its name signifies, and that it is wholly committed to the policy of standing up for Astoria's rights by whomsoever they are assailed or invaded. It is a poor paper, and a poor citizen, that crawls and propitiates and temporizes when its home city is unfairly attacked, be the assaulting force what it may. We confess the scrap seems hopeless, but it has been made hopeless more by reason of the passivity of people who cling to the idea that Portland must be placated for the possible good she might do us, if the notion took her. Well! That may do for some, but the community that does not respect itself enough to make resistive overtures in a case like this, is liable to get all that Portland has been giving us, and a little more, to boot.

CLATSOP ORCHARDS—

It is to be hoped the 16th of March will witness the gathering of all the men and women who own and control the orchards of the county. The Horticultural meeting called for Friday last was, in point of attendance, a failure, but still it contained the germ of efficacy and if it did nothing else than to provide for the ensuing assemblage of the fruit-growers, it did, perhaps, a far greater work than may be understood at the present moment. It is a splendid move and has the virile essence of promise in that there is such an abundance of room for the best of work in rehabilitating the famous old orchards of Clatsop and bringing the new ones to the same pass. Good luck to it!

A NEW RIFLE—

Uncle Sam is preparing to put into the hands of his "boys" a new rifle. The new gun is called the "New Springfield Model of 1905." The magazine is on the Mauser model but has a cut off which enables it to be used as a single loader as well as a repeater, so that in desultory firing the full magazine charge can be kept in reserve to be used if necessary. The gun has a "stump" appearance, the barrel being only twenty-four inches long but the propelling power is immense, the powder pressure being 49,000 pounds to the square inch, the muzzle velocity of the bullet being 2300 feet a second, a velocity of 300 feet more than the Krag Jorgenson in present use and the bullet will penetrate 6.30 inches of white pine at 1500 yards, a distance something over .45 of a mile, and about as far as a thing can be seen plain enough to be shot at. The gun is farther equipped with a 16-inch sword bayonet, an efficient weapon when wielded by hand and a terrible one when in position on the gun.

FIRST LOCOMOTIVE STEAM WHISTLE—

Locomotives seventy-five years ago had no whistles. The engineer kept by his side a tin horn, which he blew before curves and dangerous crossings. But the noise was feeble.

In 1833 an English farmer's cart was run down on the way to market and one thousand eggs, one hundred pounds of butter, two horses and a man were lumped in one great omelet on the rails. The railway had to pay the damages. The president sent for George Stevenson and said angrily:

"Our engineers can't blow their horns loud enough to clear the track ahead. You have made your steam do so much, why don't you make it blow a good loud horn for us."

Stevenson pondered. An idea came to him. He visited a musical instrument maker and had constructed a horn that gave a horrible screech when blown by steam. From this horn the locomotive whistle of today descended.

Another interesting field for wireless telegraphy is opened up by the successful private line experiments in Manhattan. Dr Lee De Forest, of wireless fame and wifeless condition, succeeded in making himself clearly understood and secured favorable response from Miss Lueile Sheardown, blocks distant. Since Saturday they can be reached only by Atlantic wireless.

Pat Crow's explanation of his acquittal is that the Beef Trust is unpopular. It is not safe to assume, however, that all juries will figure the sum of one person who ought to be in jail plus another person who ought to be in jail equals two persons out of jail.

If a pun is permissible the alumni of Hamilton College, of Clinton, this state, who are domiciled at the National Capital, are rooting for the Secretary of State for 1908, as Presidential candidate. And there are others.

Considering the pother over the administration of John P. Haines as president of the S. P. C. A. it is suggested that these initials mean Society of People Considerably Aggrieved.

It must be a kind of Russian bull, to order that the first man who gets near the North Pole must find a Russian there ahead of him to prevent his raising the flag.

It is believed that Congressman Longworth may reasonably hope some day to become speaker of the house. Well that depends. Is it the house, or the House?

So the syndicate kept Colonel Mann "keyed up" with complimentary stock. Too bad they didn't turn the key.

The reactionaries who are plotting to prevent a Russian Congress might save trouble by simply tacking on a Senate to kill all the bills.

As to a tariff war, Germany not only expresses willingness to come down without shooting, but protests it ain't got no gun.

A bridegroom is still necessary in a modern wedding, though inconspicuous.

The coldest wave of the season is reported by large holders of eggs in cold storage.

Commissioner Garfield can report progress with the beef problem. The trust has begun to dislike him.

Between the ages of 6 and 1-0 all Japanese children are taught the Japanese and Chinese languages. For the next four years they are required to study English. What are those remarkable Japs up to, anyway?

Mr. Longworth has formally said good-bye to his bachelor friends. Does Jacob Riis, as a faithful social scientist, approve of making wedlock such an awfully serious piece of business, a sort of general earthquake, in a man's life?

A Missouri Democratic paper remarks that "The Panama Canal venture, born in sin, if not conceived in iniquity, is very properly giving its projectors a lot of trouble." How would that do for the long-sought party issue?

A Louisiana crop commission has decided that the boll weevil can be exterminated in that State. It would be humiliating indeed if the human race should knock under to any insect pest. But the job will be easier if bird life in properly protected.

Now that the New York official chemists have found apple juice, wool alcohol and aniline dyes combined into a communion wine, it would seem that adulteration had reached the limits of toleration.

There seems to be little choice in hazardousness of occupation between being a diplomat at Caracas and an admiral in the Russian navy.

POLITICAL COLUMN.

Announcements of candidates for office will be published in this column at reasonable rates for men of all parties.

FOR GOVERNOR.

Republicans of Oregon are hereby informed that I am a candidate for the nomination of Governor at the primaries to be held April 20th.

JAMES WITHYCOMBE.

FOR SECRETARY OF STATE.

I hereby announce myself a candidate for the office of Secretary of State, and ask the support of all Republicans.

F. T. WRIGHTMAN.

FOR STATE PRINTER.

The undersigned announces himself as a Republican candidate for renomination for State Printer, subject to the decision of the Republican voters at the primary election, April 20.

Now serving first term. The same courtesy that has been accorded to State officers generally, that of a renomination, would be greatly appreciated.

J. R. WHITNEY.

Albany, Oregon.

FOR SUPERINTENDENT OF PUBLIC INSTRUCTION.

I hereby announce myself as a candidate for renomination for the office of Superintendent of Public Instruction, and solicit the support of all Republicans at the primaries, April 20th.

J. H. ACKERMAN.

FOR ATTORNEY-GENERAL.

The undersigned hereby announces himself as a candidate for re-election to the office of Attorney-General, subject to the approval of Republican voters at the primaries.

A. M. CRAWFORD.

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EFFECTIVE SMPT 18, 1905.

* 28		26	30	24	22	Leave.	21	23	25	29
a.m.	p.m.	a.m.	p.m.	a.m.	p.m.		a.m.	p.m.	a.m.	p.m.
				7:00	8:00	PORTLAND (Union Depot.)	11:20	9:50		
				8:10	9:10	leave Goble arrive	10:10	8:40		
				9:03	10:05	Clatsop Junction.	9:11	7:40		
				9:24	10:26	arrive Westport.	8:51	7:19		
				10:35	11:35	arrive ASTORIA leave	7:45	6:10		
8:15	5:50	11:40		11:35		leave ASTORIA arrive	7:40	5:20	2:45	10:45
8:35	6:10	12:05		11:55		arrive WARRENTON leave	7:20	5:05	2:20	10:25
8:36	6:11	12:10				leave WARRENTON arrive	7:20	2:15	10:25	
8:40	6:25	12:30				arrive Ft. Stevens leave	7:06	2:00	10:15	
8:40	6:26					leave Ft. Stevens arrive	7:06		10:14	
8:55	6:39					arrive WARRENTON leave	6:52		10:05	
8:58	6:40			11:55		leave WARRENTON leave	6:52	5:05	10:05	
9:12	7:03			12:14		Clatsop.	6:29	4:45		9:45
9:18	7:11			12:21		Gearhart.	6:22	4:38		9:38
9:25	7:20			12:30		arrive SEASIDE leave	6:15	4:30		9:30

* Sunday only.
 Through tickets and close connection via N. P. railway at Portland and Goble, and O. R. & N. via Portland.
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